

Intimation.

Powell's

28, Queen's
Road,
(OPPOSITE THE CLOCK TOWER).

GENT'S

DRESSING GOWNS

Smart—Exclusive,

\$10 to \$50
each.

SMOKING

JACKETS

Warm—Comfortable,

\$15.00

and upwards.

Knitted Woollen

WAISTCOATS

Newest Designs and

Colourings,

\$5.50 to \$16.50
each.

Striped & Checked

TATTERSALLS.

WM. POWELL, LTD.,

Gent's Outfitters,
HONGKONG

(Opposite the Clock Tower, 1907)

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from G. DE CHAMPELAIN, Esq., to sell by PUBLIC AUCTION,

ON FRIDAY, the 27th December, 1907, at 11 A.M., within his residence, No. 1, The Albany, THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—
TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVEN MANTEL, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDEBOARDS and DINNER WAGGONS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD WARDROBES with BEVELLED GLASS, SINGLE IRON BEDSTEPS and BEDDING, MARBLED WASHSTANDS, BOOK-SHELVES, &c., &c., &c.
Catalogue will be issued.
On view on MONDAY, the 23rd instant.
TERMS:—As usual.

HUGHES & HUGHES,
Auctioneers.
Hongkong, 19th December, 1907. [1103]

To Let.

TO LET.

4 ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—

PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [1007]

TO LET.

CROWNST, Baker Road; unfurnished or partly furnished.
Apply to—

C. L. GORHAM,
3, Pedder's Street,
Hongkong, 2nd December, 1907. [1018]

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
HATHERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MOKSTON TERRACE.
A party to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [626]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [626]

TO LET.

NO. 11, SEYMOUR ROAD.
With possession from 1st December next.
Apply to—

THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 22nd October, 1907. [910]

TO LET.

NO. 5, WOODLANDS TERRACE. An 8-ROOMED HOUSE, with Fine View of the Harbour.
Moderate Rental.
Apply to—

P. M. N. DA SILVA,
c/o Messrs. Guedes & Co.,
Hongkong, 19th December, 1907. [1106]

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—

LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 16th October, 1907. [922]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright and airy Rooms. Rent moderate.
Apply—

"Y. Z."
c/o Hongkong Telegraph.
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—

JARDINE, MATHESON & CO., LTD.
Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.
Apply to—

COMPTON DEPARTMENT,
Jardine & Co.,
Hongkong, 14th October, 1907. [665]

TO LET.

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.
Dealers in all kind of

HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;
ALSO—
SWATOW BEST PEWTER-WARE, CANTON EMBROIDERY and CHINESE LACES.
All from the best French patterns.
HONGKONG and SWATOW.
Hongkong, 19th October, 1907. [682]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 17th of December, at Noon.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th of December, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of December, at 9.30 A.M.
All claims must reach us before the 28th of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 18th December, 1907. [1101]

"MÖGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th Jan., 1908, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.
Hongkong, 21st December, 1907. [1110]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 13rd December, 1907. [1107]

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THE HONGKONG TELEGRAPH TUESDAY, DECEMBER 24 1907.

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CHRISTMAS BOXES.

TRADERS' VIGOROUS OPPOSITION.

The passing into law of the Prevention of Corruption Act has been followed by a determined effort on the part of large sections of the traders in London and in the provinces to stamp out the practice of giving Christmas boxes as one degrading to all the parties concerned, and having a pernicious effect upon the relations between employer and employee. In one important trade, the persistent efforts of a strong committee have resulted in practical unanimity, and for the first time this year courteous but firm refusals will be given to all such applications.

Christmas boxes come under several categories:—
1. Christmas boxes given to customers.
2. Christmas boxes given to employees of customers.
3. Contributions to banquets (a) where the customer supports employee's appeal. (b) Where the appeal is not recognised.
4. Gifts from travellers to employees to secure orders and to prevent complaints.
5. Gifts from travellers out of their own pockets.

A SPECIMEN LETTER.

In thousands of instances the terms "boxes" and "gifts" are altogether inapplicable to the demands made and unwillingly complied with. A representative of the *Pull Mail Gazette* who pursued inquiries into the question was shown letters sent to firms of high repute couched in the most peremptory language, while others displayed the most barefaced effrontery. One epistle was as follows:—

"Among the few presents I received last year were two which did not state where they were from. As we do a fair business with you, one might possibly have been from you. Anyhow, you will permit me to wish you the compliments of the season."

"This," said the head of a well-known firm carrying on an extensive business in London and the country, "is a specimen of what traders have to submit to, from those who permit their employees to accept Christmas boxes. It is not the Christmas box, or the gift, that is the trouble. It is the business, with the result that the customer has to pay more for the goods purchased than he would otherwise have to. Such gifts, too, are most unfair to the employee, for the simple reason when an employer observes that the business done with one particular firm increases more rapidly than he can account for he suspects the existence of some secret arrangement, and acts accordingly."

THE WHOLE SYSTEM PERNICIOUS.

There is a general consensus of opinion that the whole system is pernicious and degrading. Large firms have year after year been confronted by increasing demands while smaller ones have been seriously crippled. The evil has been mitigated to a very considerable extent by the passing of the new Act, but there are still a large number of employers who permit their employees to accept Christmas boxes, and customers who seek them from the firms they trade with.

In the paper trade especially vigorous action has been taken, and some time ago an appeal was made to employers to prohibit their employees accepting Christmas boxes in order that they might not feel aggrieved at the firms who had decided to refuse all applications.

"Christmas time is a curse to small traders," was a remark made by the member of one firm. "Applications are made that ought not to be made, and yet there is no just sufficient justification—if such a thing can be—for them as to make the trader timorous about refusing because of the risk of losing business. Then again men are led to sacrifice their self-respect and place themselves under obligations which are detrimental to their reputations in every way."

ON WHOM THE ONUS RESTS.

"For the sake of the purity of the relations between master and servant and between buyer and seller, the whole thing ought to be swept away. Now, the onus rests in the employer and seller who give to the servant and buyer. They could easily stop it, and it would be stopped if they would realise the fact that it would be to their mutual advantage to get rid of so corrupting a system."

It is stated that the Canadian Pacific Railroad Company will be compelled to pay the Dominion Government \$5,000 because the *Empress of China* was two days behind time in arriving at Hongkong. The contract of the company with the Government puts a fine of £50 for every day over the time specified in the agreement. The *Empress of China* sank at her dock in Vancouver before sailing on her last trip and was delayed later at Victoria by her dynamos breaking down.

SHIPPING AND MAIL.

MAILS.

Australian (Tatiana) 27th inst.
English (Arcadia) 27th inst., noon.
Indian (Lalanga) 29th inst.
German (Zieten) 3rd prox., a.m.
Australian (Chinglu) 3rd prox.

The s.s. *Chinglu* left Port Darwin on 23rd inst., and is due here on 2nd prox.

The Java-China-Japan Lines' *Yifan* left Macassar for this port on 22nd inst., and may be expected here on or about the 30th inst.

The Imperial German Mail s.s. *York* left Kobe via Nagasaki andanghai on 23rd inst., at 2 p.m., and may be expected here on or about 31st inst.

The Imperial German Mail s.s. *Zieten* carrying the German mails with dates from Berlin to the 3rd ult., left Colombo yesterday p.m., and may be expected here on 3rd prox., a.m.

The C. P. & Co.'s s.s. *Empress of China* arrived at Nagasaki at 5 p.m. on 23rd inst., and left again at 11 p.m. yesterday for Kobe, where she is due to arrive at 11 p.m. on 24th inst.

WEI-HAI-WEI.

A CINDERELLA OF EMPIRE.

There is a certain pathos in the sale of the Wei-hai-wei Gold Mining Company's plant, put up for auction in Shanghai yesterday (7th inst.) afternoon, which, perhaps, may be thought to extend to more than the ill-fortunes in one particular speculation. Into the details of this now closed chapter in Wei-hai-wei's history it is unnecessary to enter; they are sufficiently known throughout the China coast. No doubt exists of the presence of gold in the foothills of Wei-hai-wei. But the attempt to realize appears to have been made without either adequate survey or calculation of cost; so much so, indeed, that according to one story not devoid of expert authority, the stamps were actually set down over the seam itself which thus was rendered entirely useless. But the fate of the Wei-hai-wei gold mines is chiefly interesting as an illustration of the fate which seems at present to overshadow the whole territory, and as the real potentialities of Wei-hai-wei are in no manner bound up with the potentialities of its gold, it is sincerely to be hoped that that fate may be averted while there is yet time. During the past summer a new bid was made for the claims of Wei-hai-wei as a health resort by the conversion of the officers' quarters of the extinct Chinese Regiment into an additional hotel; and those who enjoyed the inspiring air and sparkling blue seas of Wei-hai-wei, who climbed its russet hills or explored its fruitful valleys, will bear witness to the justice of those claims. Only as a health resort, and without regard for wider considerations of commerce and naval policy, the territory may be said, like the latest popular magazine but with more justification, to supply a long felt want. But until the shadow of present uncertainty as to the Imperial Government's intentions is removed, even that unambitious sphere is hardly available for it.

So far back in the history of Great Britain's occupation of Wei-hai-wei as April, 1898, which was three months before the Convention with the Chinese Government was actually signed, the then Mr. Curzon, speaking in the House of Commons, warmly repudiated Sir Charles Dilke's suggestion that the Government had acquired the territory in haste and with no very determined policy. Subsequent events have substantiated rather the charge than its repudiation; and although Mr. Runciman, Under Secretary of State for Foreign Affairs, declared categorically in February, 1906, that "the transfer of Port Arthur from Russia to Japan makes no difference to the British occupation of Wei-hai-wei; no action is at present contemplated by His Majesty's Government," the present state of the territory, with its incomplete and vacant fortifications, its new naval hospital existing only in site, its abundant evidence of the vacillating character of the principles which have made show of directing its destinies. It is to be supposed that in a multitude of counsels the precise utility of Wei-hai-wei has become obscured, and the unwillingness of successive Governments to spend money upon new enterprises has found excuse for inaction in the conflict of expert opinions as to whether Wei-hai-wei should be converted into a military base, or be utilized merely as a flying naval base and depot for the China Squadron. Since the disbanding of the Chinese Regiment a new suggestion has been put forward to the effect that the British troops now stationed at Tientsin be withdrawn to Wei-hai-wei where barracks stand empty awaiting them. Such a step, it is urged, would gain the unstinted gratitude of the Chinese to whom the presence of foreign troops at Tientsin cannot but be an obnoxious reminder of crimes which they might hope by now to have buried in decent oblivion. At the same time the troops at Wei-hai-wei would be at least as near to Peking as would be necessary in the event of those crimes proving less completely defunct than they are alleged to be. The suggestion has at least this obvious merit that it would provide the Government of Great Britain with a basis on which to arrange a revised lease of the island of Liukung and the Wei-hai-wei territory; when the unfortunate mistake whereby the present occupation is made to depend upon the possession of Port Arthur by a particular Power could be rectified in the sense which the Convention already bears morally if not technically.

In one respect, at least the question of Wei-hai-wei appears to admit of no dispute; for it is clear that any alteration which has taken place in the balance of power in Far Eastern waters during the last ten years is one of degree only, and not of quality; and if the occupation of Wei-hai-wei was a necessity to the British so recently as in February, 1906, it is certainly no less so to-day. That the naval activities which once were contemplated, if not systematically mapped out for the territory, have, been altogether abandoned is apparently beyond doubt. But between that high desist and the present policy of girdling inaction beneath which Wei-hai-wei visibly languishes there is the middle line of commercial development, for which there is reason to believe that the necessary enterprise would not be lacking, if once the Government could be brought to declare its intentions. It would be as absurd as inaccurate to suggest that Wei-hai-wei has no other aptitude than as a place of refuge for British subjects in the Far East nor could the Government be expected to expropriate itself very decidedly, if this were the sole aim in view. Already, and in spite of the poverty of encouragement, much has been done in opening up the territory with new roads and bridges, in draining and in reconstruction of formerly insanitary dwellings. There is little doubt that the existing trade in agricultural produce and game might be augmented by the culture of silkworms and by scientific fruit and dairy farming, while the example of the winegrowers at Chifoo might surely be imitated in the sheltered valleys which surround Mt. Goschen and Mt. Lian-shan. At the present time the advance-

ment of Wei-hai-wei is further hampered by the purely gratuitous pledge given to Germany in 1898 that no railway should be built on the territory; and this consideration supplies another argument for a revision of the lease. In order that Wei-hai-wei may obtain her legitimate share in the internal trade of Shantung to which the natural advantages of her fine harbour entitle her. Even without so great a concession as this, but with a little more certainty of her own future, the Cinderella of the Empire might be trusted to discover her own fairy prince.—*N. G. D. News.*

FUNERAL OF MR. C. J. W. PFOUNDEN.

The funeral of Mr. Charles James William Pfounden took place at the old Cemetery at Ono at noon yesterday, says the *Japan Chronicle* of 12th inst. In his will the deceased expressed the desire that his remains "be kept until the usual evidences are undoubted that life has ceased, as the change exhibited in all animals; and that then cremation be employed; also, if in Kobe, that application be made to inter the cremated ashes in the old Cemetery at Ono." The deceased also indicated the spot preferred by him for his grave and expressed the desire that a monument be erected with an inscription in Roman and Sino-Japanese. The carrying out of the wishes of the deceased necessarily delayed the funeral. The remains were duly created at Kasugano, the ashes being taken to the International Hospital, from which place the cortege proceeded to the Ono Cemetery. The urn was placed in a coffin and conveyed to the cemetery in a glass-pannelled hearse. At the cemetery the service was conducted under Buddhist rites by three priests from the Gokusakuji Temple, to which the deceased belonged. A large number of floral tributes were sent, principally from Japanese. A beautiful wreath was sent by the Licensed Pilots' Association, the funeral having been left in the hands of Mr. W. A. Loxton, Secretary of that Association. Among the foreigners present at the funeral were Mr. Yap Huk-Ling, Comptroller of the Yokohama Specie Bank, Mr. G. Ably, Captain Dunbar, Captain Anderson, Mr. M. Wignall, Mr. W. M. Arin, Mr. J. L. Thompson, and Mr. Loxton, besides a number of Japanese.

A GOLDEN DREAM.

And as I lay, I mused over the long suffering and patience of the owners of this place when there appeared before me an angel holding in front a book which he opened and I there beheld having printed on it, letters of gold, which I read thus:

ACT NO. 1 OF 1907.

An Act for the Protection of Householders.
1st January, 1908.

John Anderson,

Governor and Commander-in-Chief.

It is hereby enacted by the Governor of the Straits Settlements with the advice and consent of the Legislative Council thereof as follows:

1. This Ordinance may be cited as "The Protection of Householders' Ordinance 1907," and shall repeal such portions of the Labourers' Ordinance 1881 as far as the same is applicable to Domestic Servants.

2. All persons engaged to perform menial work in and around any dwelling house shall be deemed to be Domestic Servants under this Ordinance and shall include coachmen, chauffeurs, grooms, gardeners, as well as house servants male and female.

3. Any engagement entered into after the passing of this act shall be for one month, unless otherwise expressly stated, and two weeks' notice on either hand shall cause such engagement to terminate at the expiry thereof.

4. All wages shall be paid within seven days after the last day of the monthly period on which they become due, except at the termination of an engagement after such notice as aforesaid when they shall become due thereat.

5. No person shall board or lodge any Chinese Domestic Servant for a longer period than one month without the permission of the Chief Police Officer, and a book shall be kept by such person in which shall be written the name of such boarder or lodger and the name and address of the person last employing him.

6. Any Chinese Domestic Servant who shall have been out of employment for a longer period than one month shall be deemed a suspected person and be liable to be charged as such unless he shall satisfy the court that he has visible means of subsistence and that within the twelve months preceding he has been in employment under no employer for a longer period than six months he shall for the first offence be liable to fine and to fine and imprisonment for the second offence, and for any such offence thereafter he may be banished from the Colony under the provisions of Ordinance IV of 1888 his presence being inconsistent with the public safety and welfare.

7. No Domestic Servant shall refuse to perform any work consistent with the services for which he was engaged.

8. Any breach of the above sections 3, 4, 5, 6, or 7, shall be met with a fine not exceeding \$25 for the first offence and \$50 or not more than 3 months' imprisonment for any subsequent offence, and in addition thereto or substitution therefor, any third or subsequent breach of sec. 6 shall carry with it the liability to deportation as aforesaid.

A voice awoke me from my reverie saying, "Tian' akarang sahya mahu pergi China."

—*Singapore Free Press.*

A NUMBER of merchants of Shantung province have sent notice to the Peking Government to the effect that H.E. Wu Ting-ping, Acting Governor of that province, is an incapable official, who does not know how to discharge his duties, except "to flatter foreigners especially the Germans." In conclusion the petitioners request the Government to remove him with delay and to appoint an "enlightened" official in his stead.

Today's Advertisements.

THEATRE ROYAL CITY HALL.

To-night and Every Evening, at 9.15.

POLLARD'S LILLIPUTIAN OPERA CO.

Mr. C. A. POLLARD and Mrs. N. CHESTER, SOLE OWNERS.

TO-NIGHT (TUESDAY), 24th December:
LAST NIGHT OF

"THE BELLE OF NEW YORK."

NO PERFORMANCE TO-MORROW (CHRISTMAS NIGHT).

THURSDAY, FRIDAY AND SATURDAY, 26th, 27th and 28th December.

"IN TOWN."

NEXT SATURDAY, Dec. 28th.

GRAND MATINEE at 3.30 P.M.

"IN TOWN."
(Children half-price to Matinee only).

Late Trains to the Post 15 minutes after each performance.

PRICES: \$3.00, \$2.00 and \$1.00.

BOX PLAN AT THE ROBINSON PIANO CO.

[1102]

SHANGHAI COTTON MILLS CO.

A QUESTION OF ACCOUNTS.

"Tim Robbin" writes under date 15th inst. to the *N. C. D. News*:—"In reading over the balance sheets of the Ewo Cotton and International Cotton Mills I felt very comfortable to believe that each mill had made what appeared to me a profit. The International one of Tls. 55,581.22 and the Ewo one of Tls. 46,307.82. I was rejoicing over this to a friend, who soon showed me where I was wrong.

If you notice the Directors of the International Cotton Mill say the year's working resulted in a net profit of Tls. 55,581.22. The Directors of the Ewo do not put it in this way, but say the balance at credit of profit and loss is Tls. 46,307.82.

To a plain working man like myself this is one and the same thing, for I am not skilled in accounts and do not know much about the arranging of figures.

It appears that the Ewo carried forward last year Tls. 64,985.25 and this year this figure is reduced to Tls. 46,307.82, showing that they have worked all year and made a loss of Tls. 18,677.33. It would have been far better if the Directors had just said that the mill had made a loss of Tls. 18,677.33 instead of a credit standing at profit and loss account of Tls. 46,307.82 and then I could have understood what they really had done.

JAPANESE SHIPPING.

THE QUESTION OF COMPETITION.

The complaint made by Sir Thomas Sutherland at the annual meeting of the Peninsular and Oriental Company will undoubtedly attract wide attention in Japan. Sir Thomas spoke of "unfair competition" between Bombay and Japan, but, though we can quite understand the attitude of the P. & O. chairman, it must at the same time be borne in mind that all is fair in love and war, and trade, especially from a Japanese point of view. As a matter of fact, it is the people of this country who are the greatest sufferers, as they are taxed to pay subsidies in support of Japanese steamers, when the over-sea carrying trade of the country could with at least as great advantage be done in vessels that do not carry the Japanese flag. It is curious to note that Sir Thomas is not alone in his complaint, for on November 23rd Mr. R. P. Schwerin, president of the Pacific Mail Steamship Line, made a very bitter speech on the shipping business of the Pacific.

Mr. Schwerin was a guest at the dinner at the Waldorf, New York, of the Society of Naval Architects and Marine Engineers. He said that he had requested that his name be omitted from the list of speakers, but as this had not been done he felt it incumbent upon him to tell the truth about what he termed "the most deplorable state of affairs in American shipping." His subject was, "What the United States is Doing for its Merchant Marine on the Pacific Coast."

He referred to the liberal subsidies which are granted on the Pacific to British, German, and Japanese vessels, and stated that two magnificent vessels were to be added to one Japanese line, which has already increased its fleet by three additional ships in comparatively recent times.

"But a subsidy alone will not make a line a success," he said. "Let the United States Government pass a Bill like the Chinese prohibitive immigration enactment, let there companies suffer the loss of their emigrant traffic, and you would see their vessels tied up for lack of support."

"What is the United States Government doing for us? Within a short period we were fined \$100,000 for infractions of the many regulations with which we have recently been hedged about. Of this amount we paid some \$160,000, having managed to secure a reduction of the original amount."

"Now we have had our entire carrying trade taken away from us through the operations of the Inter-State Commerce Commission. How? Why we are now obliged to give thirty days' notice of any change in rates. Other lines not of registry here, can change their rates at any time without notice. Thus, when they lower their rates we are obliged, under heavy penalty, to give notice of our intention to change ours in thirty days. When just three days before the month expires our cut is met by a lower one. Then our books are always subject to inspection. We have about two expert accountants and half a dozen clerks going over them all time to find evidence of rebates.

"The foreign lines with their books far away from here, not subject to the same regulations, does their players with regard to these things, and the result is that we have suffered a loss of from \$3,000,000 to \$4,000,000, while our rivals have added some \$5,000,000 to their

Intimations



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

New Stock

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner, & Co.

GRANDS & UPRIGHT'S

BUILT UNDER OUR PERSONAL SUPERVISION

EMBOWING 30 YEARS' LOCAL

EXPERIENCE



Hongkong, 5th December, 1907.

[3]

XMAS AND

NEW YEAR

HAMPERS.

(FROM \$15.00 AND UPWARDS).

HAMPERS

CONTAINING 12 BOTTLES

OF THE

CHOICEST WINES, SPIRITS,

&c., &c., &c.

We invite you to call

at our Office and make

your own selection from

our extensive stock in all

Lines of Wines, Spirits,

Liqueurs, Cigars, &c.

H. PRICE & Co., Ltd.,

WINE, SPIRIT AND CIGAR

MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

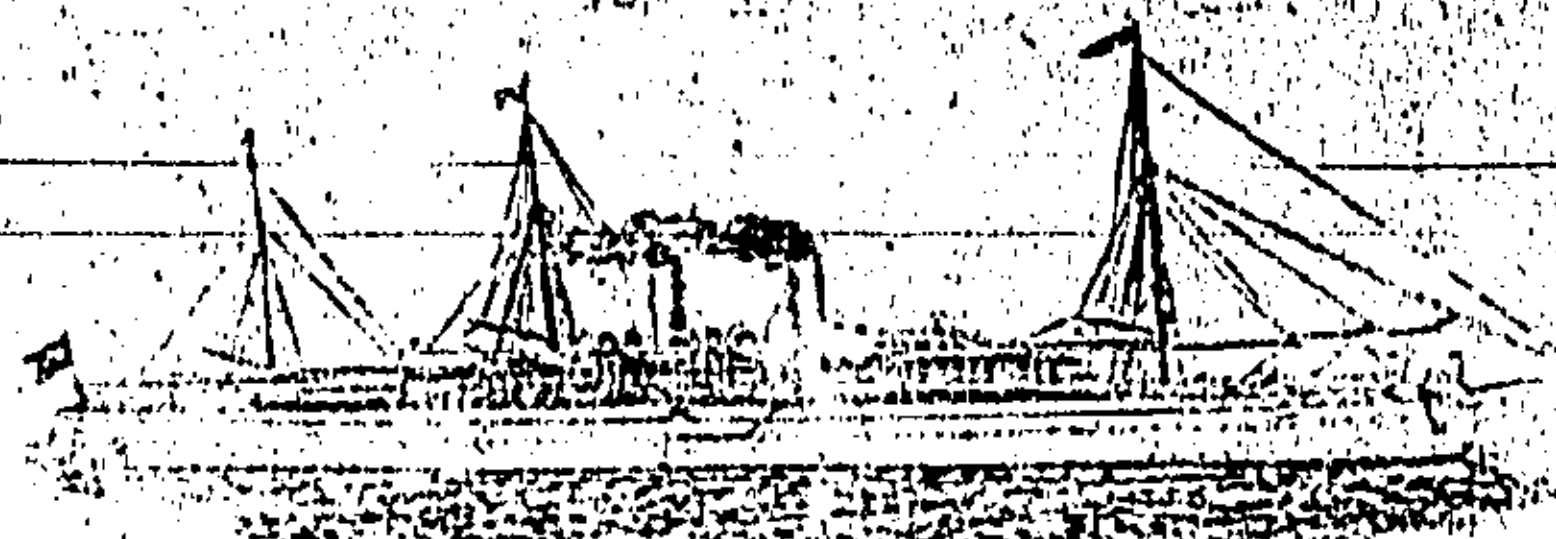
Telephone No. 135.

Hongkong, 12th December, 1907.

[14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.
The only Line that maintains a Regular Schedule of service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days OKHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 14,500 TONS THURSDAY, Jan. 16th 1908 Feb 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 1st St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. 1st New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. W. GRADDOCK, General Traffic Agent for China, Japan, Korea, 20th December, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

For Sandakan, Sea ship, On
MAUSANG, FRIDAY, 27th Dec., 4 P.M.
For Manila, Sea ship, On
YUEVSANG, FRIDAY, 27th Dec., 4 P.M.
For Shanghai, Yokohama, Kobe, Sea ship, On
POOKSANG, SATURDAY, 28th Dec., 3 P.M.
For Hongkong, Sea ship, On
HANGSANG, MONDAY, 30th Dec., 4 P.M.
For Singapore, Penang & Calcutta, Sea ship, On
TUDSANG, TUESDAY, 31st Dec., 4 P.M.
For Manila, Sea ship, On
LOOVSANG, FRIDAY, 3rd Jan., 4 P.M.
For Singapore, Penang & Calcutta, Sea ship, On
LAZSANG, TUESDAY, 7th Jan., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.
Single Return.
Hongkong to Singapore 1st Class \$ 65 \$100
Penang " " 85 130
Calcutta " " 165 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to Cheloo, Tientsin, via Ching-Wan-Tau, and Yangtze River.
* Taking Cargo on through Bills of Lading to Kuda, Lahad, Daru, Simporina, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 24th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR SAILINGS TO SAIL.
NINGPO & SHANGHAI "LIANGHONG" 25th Dec., daylight.
HAI PHONG "HUPH" 27th " " 4 P.M.
SHANGHAI "SHAOHSING" 27th " " 4 P.M.
CEBU & ILOILO "SUNGKIAO" 27th " " " "
SHANGHAI "YOHOW" 30th " " " "
MANILA "TEAN" 31st " " " "
SHANGHAI "KIUKANG" 31st " " " "
MANILA, ZAMBUANGA & COLONIES "TAIYUAN" 31st " " " "
CEBU & ILOILO "KAIFONG" 3rd Jan., " " " "
YOKOHAMA & KOBE "CHINGTU" 9th " " " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Untravellers are a duty until 1st January is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th December, 1907.

HONGKONG—MANILA.



Highest Class, power, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 28th Dec., 1907.
RUBI	1540	Almond	"	SATURDAY, 4th Jan., 1908.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 23rd December, 1907.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3rd FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 1st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

We have arranged a Special Fare for this Round Trip of \$30, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 14th December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



107 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY.

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
RHENANIA 21st Jan., 1908	SCANDIA 9th Jan., 1908
HOHENSTAUFEN 22nd Feb., 1908	HAMBURG 30th Jan., 1908
	RHENANIA 26th Feb., 1908
	HOHENSTAUFEN 25th March, 1908

Hongkong, 24th December, 1907.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

Steamship "INDRAPURA" On or about the 8th January, 1908.
For Freight and further information, apply to
SHEWAN TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
The Steamship
"ALDENHAM,"
Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, WASH.
VIA
MOIL, KOBE AND YOKOHAMA

Steamer	Tons.	Captain.	Sailing.
Kumerik	6,232	Cowley	28th Jan., 1908.
Shawmut	9,666	E. V. Roberts	21st Feb.
Tremont	9,666	T. W. Garlick	17th Mar.
Surverick	6,232	Shotton	9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings, Hongkong, 12th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout with Electric Light in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 24th Dec., 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"SALAZIE,"
Captain Aillard, will be despatched for the above Ports on or about MONDAY, the 23rd December.
For Freight or Passage, apply to
J. MILLET, Agent.

Hongkong, 16th December, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK.
(With liberty to call at Malabar Coast).

THE Steamship
"JESERIC,"
Captain Thompson, will leave for the above Ports on or about SATURDAY, 25th January, 1908.
For Freight, apply to
ARNOLD, KARBURG & Co., Agents.

Hongkong, 21st December, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAI TAN,"
Captain Roach, will be despatched for the above Ports on FRIDAY, the 27th inst., at 10 o'clock A.M.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co., General Managers.

Hongkong, 23rd December, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 SATURDAY, 28th inst., Noon.

Some time in March, 1908.

Taking Freight and Passengers to other ports in Western Coast of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to
K. MATSUDA, Manager.

Yokohama Building, Hongkong, 14th December, 1907.

NOTICE.

THE Public are hereby informed that an change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Ten Cents (10 cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 24th December, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th December, 1907.

BUTCHER MEAT.

	Cents.
Beef—Prime cut—Mei Lung Pa B.	20
Corned—Hani Ngu Yuk	20
Roast—Shiu	20
Breast—Ngau Lam	15
Soup, Tong Yuk	16
Steak—Ngau Yuk Pa	20
Sirloin—Ngau Lam	30
Sausages—Ngau Yuk Chung	20
Bullock's Brains—Kno	per set
Tongue fresh—Ngau Li	each
Corned—Ham Ngau Li	55
Head—Ngau Tau	80
Heart—Ngau Sum	per lb.
Hump, Salt—Ngau Kin	20
Feet—Ngau Keok	each
Kidneys—Ngau Yiu	10
Tail—Ngau Mei	12
Liver—Ngau Con	17
Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	set
Mutton Chop—Yeung Pai Kwat	24
Leg—Yeung Pei	24
Shoulder—Yeung Shau	24
Pigs' Chittlings—Chi cheong	24
Brains—Chi Keok	per set
Feet—Chi Keok	each
Fry—Chi Chak	24
Head—Chi Tau	22
Heart—Chi Sum	each
Kidneys—Chi Yiu	pair
Liver—Chi Kon	lb.
Pork Chop—Chi Pai Kwat	30
Corned—Ham Chu Yuk	—
Leg—Chu Pei	24
Fat or Lard—Chu Yau	20
Sheep's Head and Feet—Yeung Tau	55
Keok	set
Heart—Yeung Sum	each
Kidneys—Yeung Yiu	10
Liver—Yeung Con	24
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	16
Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
Sausages—Ngau Chai Yuk Tong	20

FRUITS.

	Cents.
Almond—Hung Yau	20
Apples, (California)—Kam San Ping	25
" (Chafoo)—Tin Chun Pin	—
" (Ko)	—
" Small—Hoi Tong	—
Custard—Fan Lai Chi	each
Bassans, fragrant, Canton—Sang Sheng	—
Heung Chiu	—
" (brides), Macao—San Hing Chiu	—
Chestnuts, Chinese—Fung Lu	20
Carabinola—Yeung Tou	each
Cocoanuts—Yeh Tai	each
Grapes—Sin Tai Tai	20
Lenons, China—Ning Moong	7
" Amer.—Kum San Ning Moong	20
Lichees, Small Stone—Lai Chi Con	7
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	duz.
Oranges, Tim Chang	—
" Small—Tai Kui	each
" Mandarin—Tim Kui	—
Olives—Pak Lam	—
" Passion Fruit	each
Pears, (American)—Kam San Shut Li B	12
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	18
Peaches, Pa Sang	10
Persimmons, Large—Hung Chio	6
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung tang	—
Paw-law	6
Plantains—Tai Chiu	—
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	each
Walnuts, Hop Tau	14
" Green—Sang Hop Yau	—
Shanghai Lo Kwai	—

VEGETABLES, &c.

	Cents.
Artichokes, Shanghai—Sheung Hoi Ah	—
Chi Chuk	7
Beans, (French) Macao—Oh Moon Pin	9
Tau	—
Beans, (French), Shanghai—Sheung Hoi	9
Pin Tau	—
Beans, Sprout—Ah Chio	4
Beans, Long—Tao Kok	—
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	5
Cabbage, Chinese, com—Kai Choy	4
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	6
Cane Shoots, bunch—Kau Shun	3
Cauliflower, Large size—Tai Yeh Choi	14
" Fa	—
Cauliflower, Medium size—Cheng Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	9
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choi	5
Calery, White—Pak Yeung Kan Choi	—
Chillies, Dried—Coo Lai Chiu	14
" Red—Hung Pa	14
" Green—Cheng Lai Chiu	14
Curry Stuff, English—Kai Lee Choi Liu	—
Cucumbers—Cheng Kwa	—
Ritter Squash—Fu Kwa	4
Garlic—Suen Tau	6
Ginger, young—Sun Tai Keung	12
" old—Lo Keung	4
Horseradish—Shanghai—Lik Kan	20
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	6
Mandarin—Kwei Lum Ma Tai	6
Musk Melon	—
Mushrooms, Fresh—Sang Chio Kho	35
Onions, Bombay—Yeung Chung Tau	6
" Green—Sang Chung	5
" Shai—Sheung Hoi Ching Tau	5
" Japan—Yat Poon	—
Okra—Mo Ker	—
Parsley, English—Yeung Un Sai	60
Gradus Pea	—
Green Peas—Cheng Tau	3
Potatoes, Sweet—Fan Shu	—
" Shanghai—Sheung Hoi	—
" Tai	—
" Japan—Yat Poon Shu Tai	3
" American—Fa Ki	—
" Foochow—Fuk Chau Shu Tai	3
" Macao—Oh Moon	—
Pumpkins—Toong Kwa	3
Radish—Hung Lo Pak Tai	3
Rhubarb	—
Shalots—Con Ching Tau	8
Spinage (Chinese)—Paw Choi	4
Spinage—Yin Choi	—
Tomatoes—Fan Ker	—
Taro—Wo Tan	6
Turnips, Fan-d (Loo)—Low Pak	—
" English—Yeung Low Pak	—
Vegetable Marrow—Chi Kwai	—
Water Cress—Sui Yeung Choi	—
Calrops—Lai Kai	—
" Lily Roots—Lai Ngau	—
Yams—Tai Shu	—
Sage	—

FISH.

	Cents.
Barbel—Ka Yu	9
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	16
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	24
Crabs—Hai	18
Cuttle Fish—Muk Yu	13
Dab—Si Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Tui Ti Sa	8
Eels, Congoi—Hai Man Yu	14
" Fresh water—Tam Sul Yu	16
" Yellow—Wong Sin	24
Frogs—Tien Kai	28
Gardoon—Sek Pan	48
Gudgeon—Pak Kup Yu	12
Herrings—Tao Pak	22
Halibut—Cheung Kwai Yu	24
Labrus—Wong Fa Yu	18
Loach—Wu Yu	28
Loabsters—Lung Ha	38
Mackerel—Chi Yu	16
Monk Fish—Mon Yu	28
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	16
Perch—Tai Loo	15
Pike—Pai Poo	9
Plaice—Pan Yu	18
Pomfret—Hak Chio	22
Pomfret—White—Pak Chong	28
Prawns—Ming Ha	48
Ray—Pai Pa Sa	—
Rock Fish—Sek Kan Kung	17
Roach—Chai Yu	28
Salmon, (Crown) Fresh water—Ma Yau	—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 3-year ending 30.6.07 @ ex 3/2 3/16 = \$16.04	5 1/2 %	\$720 \$715 new issue. London £79
National Bank of China, Limited	10,025	£7	£6	\$12,731	\$71.2 3	\$2 (London) 3/61 for 1905		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$250	\$50	\$1,500,000	none	\$20 for 1906	8 1/2 %	\$245
North China Insurance Company, Limited	1,000	£15	£5	\$125,000	Tls. 204 4/4	Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 1/2 %	Tls. 89 sellers
Union Insurance Society of Canton, Limited	1,400	\$250	\$100	\$1,000,000	1,400 4/0	Final of \$12 making \$48 for 1905 and interim of 13/- for 1906	5 1/2 %	1820
Yankee Insurance Association, Limited	8,000	\$100	\$40	\$800,000	\$394.520	\$1 for year ending 31.12.5		\$145 buyers \$130 buyers
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$7,000,000	\$362.980	\$1 and bonus \$2 for 1905	8 1/2 %	\$94 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$435.236	\$40 for 1905	12 1/2 %	\$330
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$3,500,000	Nil.	\$4 for year ending 30.1.1907	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,050,000	127,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$600,000	£3,604	\$1 for 1906 @ ex 2/2 = \$2.14 per share	3 1/2 %	\$41 \$39
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	Tls. 5,000	Tls. 13,327	Interim of Tls. 12 for account 1907	12 1/2 %	Tls. 44 buyers Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	\$22 buyers \$11 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$11 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 500,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$100 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	118,893	\$1 for 1907	5 1/2 %	\$10 buyers Tls. 80 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	118,893	Tls. 4 (8 %) for year ending 31.8.06		
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 15.95 sales
Ranch Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000	£11,358	No. 12 of 1/- = 48 cents		\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd. (new)	20,000	\$50	\$50	\$1,000,000	13,047	Interim of \$1 for six months ending June 30th 1907	6 1/2 %	\$16 old buyers \$15 new buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	149,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$16 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	15,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 3,500,000	118,23,127	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 20 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 1,368	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$12 1/2 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	14,178	\$1.80 for 1906	13 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	4 for 1st half-year ending 30.6.07	10 1/2 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$10,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$195
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	\$1,089	\$2 1/2 for 1906	7 1/2 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	118,61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sales
West Point Building Company, Limited	1,500	\$50	\$50	\$75,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	5 1/2 %	Tls. 53 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	\$50,000	114,269	30 cents for year ending 31.7.07		\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)		Tls. 50
Lau-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 37,469	Tls. 8 for 1906		Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906		Tls. 270 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,299	£68	1/3 per share for 1906	9 1/2 %	\$16
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	1653	\$3 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904		Tls. 60 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		16
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	\$25,000	60 cents for year ended 31.12.05		\$24 sales
China Do. Do. special shares	100,000	\$10	\$10	\$1,000,000	1855	80 cents for 1906	8 1/2 %	\$24 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,000	\$1.30 for year ending 31.7.07	7 1/2 %	\$17 buyers
Dairy Farm Company, Limited	15,000	\$7 1/2	\$6	\$112,500	\$2,074	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holtz, Limited	11,000	\$20	\$20	\$220,000	\$15,002	\$1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of 80 cents per share for a/c 1907	8 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	Tls. 10,374	Final of Tls. 12 1/2 for 1907	9 1/2 %	Tls. 350 ex d.
Mitsubishi Bussan Kaisha, Ltd. (Landbouw)	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 27,603	Interim of Tls. 3 1/2 for account 1907	8 1/2 %	\$5 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	None		Tls. 107 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	Nil.	Tls. 4 for 1905		Tls. 45 sellers
Philippine Company, Limited	17,500	\$10	\$10	\$175,000	Tls. 7,843	Final of Tls. 5 and Tls. 10 for 1906		Tls. 60
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 1/2 %	Tls. 112 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Interim of 15/- for account 1907 (old)		Tls. 335 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Interim of 11 1/3 for account 1907 (new)		120
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 8,592	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97
Shanghai Waterworks Company, Limited	16,350	\$20	\$20	\$327,000	Tls. 8,592	Tls. 6 1/2 for year ending 30.4.07		\$10 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	\$4,034	First year		\$10 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$478	\$80 cents on 9,000 ord. shares and 219.85 on 100 Founders shares for 1907	8 1/2 %	\$10 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	Interim of 30 cents for account 1907	7 1/2 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$3,499	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360			
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	\$5,482			
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$41			

* These shares are entitled to half of the profit.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERSTHE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain C. L. Daniel, carrying His Ma-
jesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 28th
December, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. "India", 8,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Oceano",
due in London on 8th February, 1908.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 14th December, 1907.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.The S.S. "ARMAND BEHIO,"
Captain Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 7th
January, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports, and for Australia, with
prompt transhipment at Colombo.Cargo also booked for principal places in
Europe.
Next sailings will be as follows—
S.S. "SALAZIE" 31st Jan. 1908.
J. MILLER,
Agent.REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast,
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.
Hongkong, 5th October, 1907.

Intimations.

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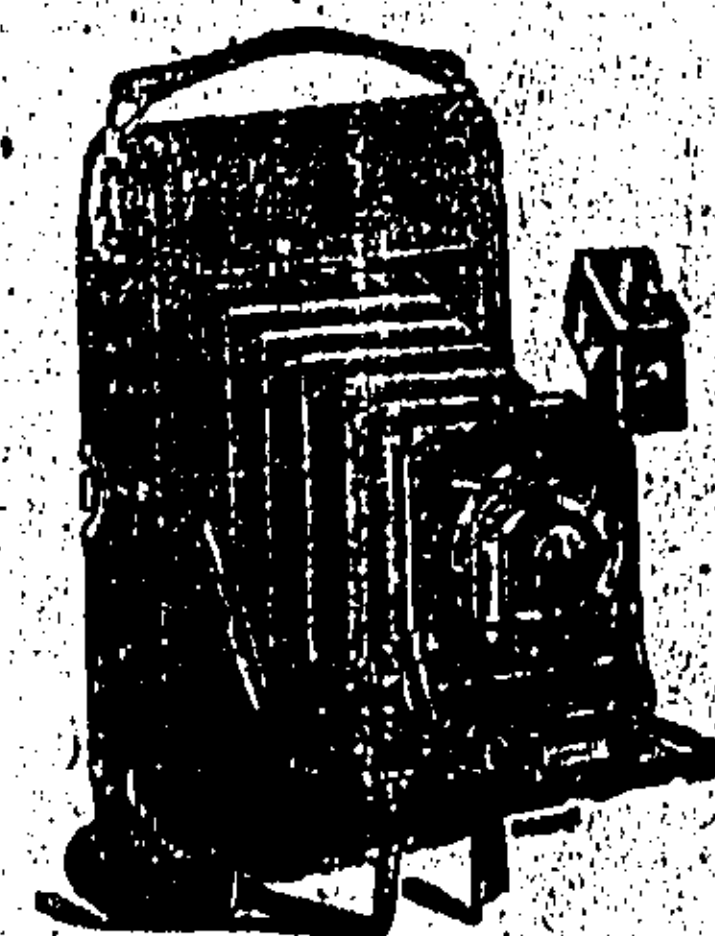
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